The Member also represented that the during floods, the water collected in thodu from an adjacent *thodu* flowing from ea the sluices, breached the banks and inwards by means of a culvert. at the anicut might be repaired im-

Dewan's reply.—You have spoken abou said that it became damaged some culvert on the road from Mavelikara to Kayank . The anicut, being situated on the village roads and the diversion of a certain *kal.* brkara anicut, served both as an outlet be attended to by the local people. In the area ra anicut, and, in normal times, as a there are three roads ; there is also another betwe part of the country is very well served by roads the lake close by. The deplorable innumerable small roads there. It is not possible misery and loss to the ryots, and he, more roads in that locality and maintain them. be restored and an additional sluice

As regards the enlargement of the culv you are village roads. You could Padikkal and Chettikulangara, the Chief Enginee ingal recently. You have to do the

69. Means of communication and other needs t evidently prepared to do that. If

Mr. Kanakku Padmanabhan Sankaran (ng time to complete them and com- phasised the importance of his taluk in point of e acquired. that Government might set apart a definite sl taluk for its development, in proportion to its necessary lands free of compensation. respects, after deducting what was necessary for ar also. tration. The Government spent only a very sm though it yielded an annual revenue of Rs. e lands. people of his taluk suffered greatly from lack o the three following roads might be constructed a ain inspect the place and settle the can be done soon.

(1) The village road from Tamarak ou, arrangements will be made for miles long. A istance of 5 miles from Ilippakkulangara stio in good condition and a bridg gravelled.

ts to the canal from Kochupilammudu trade.

val of diff nd the dam Todiyil to Vall **conveying goods to and from ships in channel to let in pathemars through the**

(2) Th miles from Todiy already been gravelled, to be improved.

(3) The road from Kallukkadavu to M ber, Trading Classes, Quilon) re- gara. That roa had already engaged the atten nstructed by the Government on the then said that th request of the Member, Trac for a length of about 3 furlongs, was cipal Council, K yankulam, for the conversion om the bazaar, and that the construc- and the Kannet Vattakayal into a navigable casting works with roads on either side conversion woul result in great loss to the rich construction of shops and the loading lying on either ide of that *thodu* over a length ly one landing place on the eastern ened as propose for purposes of communicati erchants of Quilon, and only 4 or 5 fields would be trained away, and the inrush used much delay and the crowding destroy their fe tility. He, therefore, prayed the public road. The construction Director of Agriculture and the local ryots befo the canal from the Kochupilammudu c matter. acilitate the building of store-houses ncourage trade. Moreover, the banks

Dewan reply.—The first few miles blic privy and the works referred to Aiyaramtengu, eferred to by the Member, hav tood that the matter was under cor- of the road fro Sastankotta to Padanayarkulai rks in 1915 and 1916, and the Member

With regard to the repair of the canal hand in the interests of the trade and the matter will be settled only after consultatic

70. Facilities for communication in the south on Port were now being unloaded by **palli taluk.** elay and the process was impossible

Mr. Kshnan Madhavan (Member, K sacks were often spoiled by sea water, following wor might be taken up and compl of the absence of proper sheds on the roads or other facilities for easy con-

(1) The Pavumpa *thodu* should be made possible for small vessels and and a bridge should be put up across it. ugh the Neendakara bar, those vessels ls could unload conveniently and the

LIBRARY ARCHIVES Kerala Legislative Assembly

merchants could transport the goo Pulimuttukadavu and Sast ankotta should be other landing places. It would, ma oad. vessels from Bombay, Jaffna, Tutico ning from Kuttivettam eastw ard to the 4th mile- landing places. There was already fit for wheeled traffic. be enough if the Government impr

Dewan's reply.—The mainte *odu* at Pavumpa was formerly accessible for small being attended to by the Department row and covered up on acc ount of neglect. If be taken up by the Municipal Counci cted over it, communicatio n would be greatly the Iron bridge, the acquisition of la titioning for a long time past t for the improve- and Rs. 80,000. The road is within a and Pulimudu. In regar d to the last road should submit a scheme, and if the M t its need was badly felt by the peop le of it may open correspondence with th standing as to the proportion of the vo works will be executed. The third work, *viz.*, Municipal Council with whom the r do the work entirely out of their ow

ankulam.

An estimate was ordered to b Trading Classes, Kayankulam) first referred to Neendakara bar and the estimate ha nce of the town of Kayankulam and observed that lakhs. I am not sure that the v f Alleppey and Quilon, was not receiving, at the a large expenditure. I shall myself ntion proportionate to its importance as a great it investigated. The local people w Government had been systematically trying to money on this project will then be d uch public offices and institutions as the District ourt, the Assistant Engineer's headquarters, the

67. Needs of Mavelikara with river and the silting of the canal leadi the prayer of the people in that respect might be He suggested that the following works might be

Mr. N. G. Paramesvaran Pil following needs of the taluk :—

(1) construction of groyn lanes in the town into gravelled roads with properties situated on the southern b recommended by the Kayankulam Municipality the Kuttamperur canal which is the e was on tour there. The widening of the other Tiruvalla and other places; et to the canal in the south, was recommended count of its insanitary condition.

(2) improvements to the T boat basin, which had already been sanctioned.

(3) blasting of rocks on th am canal in a straight line westwards to join the

(4) improvements to the A so as to save boats from danger at the spot called ion of the lake, and to develop the traffic between

Dewan's reply.—With regard ng the Tazhathodu which connected the Kayan- kara river, let me tell you that it has t improving that *thodu* so as to allow the free Chief Engineer says that he has mad es. watch the effect of it.

In regard to the Tazhakkara t for the account books of the merchants of Kayan- I visited Mavelikara last. I do not m instead of at Haripad, for assessing income-tax, Engineer says that he has not got at onsiderable worry and loss to those merchants. look into the papers and see what can

You have referred to the neces ht cut you refer to from the Kayankulam *thodu* ow being investigated. the river above Kollakadavu. This w of which you showed me when I was at Kayan-

The Arattupuzha-Todiyil can e roads should be improved by the Government. be investigated and I shall ask the Ch uld also be constructed on either side of the ary drains are unnecessary. There are earthen they are sufficient. The two roads are within

68. Needs of the ryots in Mavelik bridges and drainage facilities. ipal Council would approach Government and gard to these roads, they could be improved.

Mr. K. Krishna Panikkan ible. between Kayankulam and Mavelikara not done anything till now. mile from each other, should be conn ood deal. We have spent Rs. 12,000 for the

He also prayed that the road road from Kayankulam to A dur and the road should be gravelled and that the culv and we are carrying out many other works. Mavelikara road should be provided w ing has been done.

LIBRARY ARCHIVES Kerala Legislative Assembly